

Today's

Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

Under the distinguished Patronage of
Vice-Admiral ALEXANDER RULLER, C.B.,
and
Captain SPENCER L. LOGIN, R.N., and
OFFICERS,
H.M.S. "CENTURION'S,"
"BLACK BEETLES,"
MINSTREL AND VARIETY TROUPE,
Will give a Performance in aid of the
PORTSMOUTH SHIPMEN AND MARINES'
ORPHAN HOME.

TO-NIGHT

(WEDNESDAY), the 13th November, 1895.
The Band of H.M.S. "Centurion" will be in
attendance under the conductorship of Chief
Bandmaster FENNING.

TICKETS may be obtained of Messrs. KELLY
& WALSH, Limited, where Seats can be booked.
Front Seats \$2.00.
Back Seats 1.00.
Naval and Military half-prices.

Doors Open at 8.30 P.M.

Performance to commence at 9.
SPECIAL NOTICE.
Don't miss a treat!!! Come, if you want to
hear some side-splitting Funnelities and
see the Champion Big Boot Dancers.

P. SARGENT,

Stage Manager.
Hongkong, 13th November, 1895. [1554]

CATHAY CHAPTER,

No. 1165.

AN EMERGENCY CONVOCATION of the
above CHAPTER will be held in the
FREMANSONS' HALL, Zealand Street, THIS
EVENING, the 13th instant, at 8.30 for 9 o'clock
precisely. Visiting Companions are cordially
invited to attend.
Hongkong, 13th November, 1895. [1550]



VICTORIA PRECEPTORY.

AN EMERGENCY MEETING of the
above CHAPTER will be held in the
FREMANSONS' HALL, Zealand Street, on
TUESDAY, the 13th instant, at 8.30 for 9 o'clock
precisely. Visiting Companions are cordially
invited to attend.
Hongkong, 13th November, 1895. [1550]

FOR KOBE AND YOKOHAMA.

THE Steamship

"ISER,"

Captain Burgoyne, will be despatched for the
above Port TO-MORROW, the 14th instant,
at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 13th November, 1895. [1542]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

(Taking Cargo and Passengers at through rates for
CHYFOO, TIENTSIN, NEWCHANG,
HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"CHOYSANG,"

Captain Tamplin, will be despatched as above
on FRIDAY, the 15th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th November, 1895. [1550]

FOR SHANGHAI

THE Steamship

"NANYANG,"

Captain F. Scholz, will be despatched for the
above Port on SATURDAY, the 16th instant,
at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 13th November, 1895. [1550]

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"STRATHCLYDE,"

Captain Dunning, will be despatched for the above
Port on WEDNESDAY, the 20th inst., at 5 P.M.,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 13th November, 1895. [1547]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND

SOURABAYA.

THE Company's Steamship

"AMARA,"

Captain Smith, will be despatched as above on
MONDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th November, 1895. [1568]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTELA,"

Captain F. Morris, will be despatched as above
on or about the 25th instant.

For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 13th November, 1895. [1533]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(To follow the Steamers *Strathclyde*,
Glenyle and *Monmouthshire*.)

THE Steamship

"BENGLOE,"

Captain Thomson, will be despatched for the
above Port on or about MONDAY, the 23rd
December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th November, 1895. [1571]

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND
HONGKONG GRANITE CEMETERY
MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE
LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1901. [157]

A. S. WATSON & CO.,

LIMITED.

VEGETABLE AND FLOWER

SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality
Seeds have arrived, and Orders will be executed
in the sequence in which they are received as
long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING

have been issued and can be obtained on
application.

Our Seeds are all tested before being put up
in LONDON.

They are packed under our own Supervision,
and the greatest care is exercised to insure
protection in transit.

Sowings should be made in FINE WEATHER
ONLY, and the remainder of the packets secured
from damp, and kept in a dry place for repeat
sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for
use in the Garden generally.

It supplies natural nourishment to the soil,
and assists the process of assimilation, thereby
aiding the Plants to attain to their full size,
vigour and beauty.

Sold in Tins containing 10 lbs. each.....\$1.75.
25 lbs.\$4.50.

Directions for use are given on the Label.

RAMSON'S "NEW-PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 13th August, 1895. [15]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 13, 1895.

NOTES AND COMMENTS.

Startling rumours have been current here
to-day in reference to alleged aggressive
designs of Germany on the treaty port of
Amoy. The only foundation for the
reports seems to be a telegram received
by a local German firm last night from
Amoy, which, according to our evening
contemporary's midday "Extra," reads thus—

"The German fleet arrived here to-day;
inhabitants expect occupation shortly; general
opinion of residents is favourable."

This message certainly has the ring of
probability about it. The statements are
made in a calm matter-of-fact way and
could hardly have been transmitted by
wire for the sole purpose of creating a
huge sensation. We are inclined to think,
however, that the German firm in question
has been misinformed and that if Germany
annexes any Chinese territory in the vicinity
of the Formosa Channel it will be the island
of Namoa, to the north of Swatow, which
our Swatow correspondent understands
Germany intends to annex as security for

the \$50,000 indemnity demanded for the

recent outrages on German missionaries,
and the destruction of their property,
near Swatow, and as an intimation to
the Chinese Government that German
subjects cannot be buffeted and turned
out of house and home and be
otherwise subjected to gross indignities
with impunity. If Germany does adopt
such a policy it would be commendable.
No one could sympathize with the Chinese
Government, and no one would begrudge
Germany a foothold, small though it may
be, on the continent of Asia. Her com-
mercial and political interests in the
Far East are second only to the
vast British interests, and it is a
question worthy careful consideration
whether, if her commercial interests are
to be properly fostered and protected,
the acquisition of a naval station in the
East has not become an absolute necessity.
She appears to be on friendly terms with
Russia and France, but sooner or later it
is almost certain to come to an abrupt
conclusion, and that being so who could
blame Prince Hohenlohe for taking a
silly line?

OUR readers are reminded of the second per-
formance by the *Centurion's* "Black Beetles"
to be given in the Theatre Royal to-night. All
who are fond of minstrel entertainments, good
choruses well accompanied by the orchestra,
and fine step-dancing, should go.

At the Marine Magistrate's this morning, before
Commander Hastings, Acting Harbour Master,
Joseph Fitzgerald, A.B., British ship *Torridale*,
was charged with having refused to obey the
lawful orders of the second mate on the 25th
and 26th of August, while at sea. The charge
having been proved and the defendant's tale of
hard work heard, he was sentenced to seven days'
and three days' imprisonment, consecutively.

The Japanese Government is stated by the
Yokohama Mail to have issued on the 30th ultimo
executives acknowledging the appointment of
the following Chinese Consular officials—Cho
Do-Kwa, Chinese Consul at Nagasaki; Tan
So-ri, acting Chinese Consul at Yokohama (in
conjunction with the charge of consular busi-
ness in Tokio), and Shiki Settei, Acting
Chinese Consul at Kobe (in conjunction with
the charge of consular business in Osaka).

A meeting of the St. John's Lodge held last
evening, the following officers were elected for
the ensuing year:—

R. W. M. Bro. F. Howell.
S. W. H. B. Bridger.
J. W. J. L. Andrew.
Treasurer W. J. Dickey.
Secretary F. Walker.
Organist S. Donenberg.
S. D. J. McIsaac.
J. D. H. Reeves.
L. G. G. White.
D. C. J. Hand.
Stewart G. Williams.
Tyler J. Maxwell.

THE article published in another part of this
issue entitled "Cricket as she is played in
Samoa" is from the pen of Mr. F. W. Christian,
a Fellow of the Polynesian Society of Wellington,
New Zealand, who leaves here by the *Esmeralda*
for Manila to-morrow. He intends to add his
way to Yap and Ponape, in the Caroline Group,
where he purposes investigating the origin of
certain mysterious ruins in those far-away isles.
Mr. Christian has done good work for the learned
society of which he is a distinguished member,
and it is highly probable that his researches in
these seas will result in much useful and inter-
esting information being added to the valuable
records of the New Zealand Institution.

THE reason to believe that the coming rice
crop in Slam will be far better than was expected
earlier in the year. The few heavy showers at
the end of October proved highly beneficial to
the crops and a little more rain would further
enhance this good effect. The 'garden rice' is
said to be in a very satisfactory condition,
while field rice might be a little better.
Taken altogether the prospects of the coming
crop have raised the hopes of local dealers.

Several new rice mills are going up, and
says the *Free Press*, by the end of the
year there will be nearly thirty mills in Bang-
kok. And as there is not work for so many we
may expect them to work only three or four
months in the year. Surely rice-dealing must
be a highly profitable undertaking when mills
are run up with the understanding that they
will remain idle eight or nine months out of
the year.

An Emergency meeting of the Victoria Preceptory
will be held in the Freemasons' Hall, Zealand
Street, on Tuesday, the 13th instant, at 8.30 for
9 p.m. precisely. Visiting knights are cordially
invited to attend.

The sudden rise of Shanghai as a cotton-spinning
centre, the *Mail* attracts widespread atten-
tion in Japan. The *Yokohama Specie Bank* has
observed that while it has taken some
years for Japan to bring up the number of her
spindles to its present total, 800,000, Shanghai is
shortly to have 300,000 spindles in full opera-
tion. As to Japanese schemes for establishing
spinning factories in Shanghai, there are two;
one in Tokio and one in Osaka. The Tokyo
project was originally on the basis of 20,000
spindles, but has since been increased to 30,000,
while the Osaka company purposes to set up
50,000 spindles.

THE Harbour Master at Tacoma makes the fol-
lowing report of the ocean commerce of that port
for the month of August, 1895. Imports, 12,000
tons of coal, and Oriental merchandise worth
\$1,200,000. Exports, 12,000 tons of coal, and
Oriental merchandise worth \$1,200,000. Total
for previous month \$1,400,000. Exports, 121,800
bushels wheat, valued at \$600,000; 27,119 barrels
flour, \$73,680; 6,493,237 feet lumber, \$58,588;
33,024 tons coal, \$102,335; 171,603 pounds
cotton fibre, \$19,800; 48,432 pounds condensed
milk, \$4,015; miscellaneous merchandise to
China and Japan, \$25,104, and miscellaneous
merchandise to British Columbia ports, \$14,000.
Total, \$370,014; total for previous month,
\$280,300. Inward registered tonnage, 17,906
outward registered tonnage, 47,420; deep sea
arrivals, 42; inward cargo tonnage, 13,585;
outward cargo tonnage, 53,640, and departures 50.
The citizens of the "young city" are to be
congratulated on these splendid returns.

A GRIBBY contraband in burglary occurred
recently, says the *Yokohama Advertiser*, and owing
to the intricacy of the circumstances one enter-
prising thief was frightened into forsaking a nice
bit of plunder without even attempting to carry off
the "swag" while a second, who really deserved
better luck, was most indignantly detected and
arrested. On the night in question one Suzuki
Kintaro, a native of Tokio, attempted to bur-
glarize the home of Watanabe Shokichi at
Fukudomichi, Yokohama, while Watanabe
and his family were away. Now, as chance
would have it, another thief had forestalled
Suzuki, and when the latter ran across his
share he was nearly scared out of his
wits. He quickly recovered his presence of
mind, however, and courageously enquired the
way to "No. 7," explaining that he had made a
mistake. This query entirely disabused
Suzuki, but he had also been increased to 30,000
while the Osaka company purposes to set up
50,000 spindles.

GRAB PREPARATIONS were being made at
Shanghai on the 8th instant, by the native
officials, for the reception of his Excellency
Wang Chai-chun, Financial Commissioner of
Hopei and late special envoy to Russia,
who was expected to arrive at Shanghai on the
9th instant from the north. Wang it was
conveyed the Russo-Chinese secret treaty to St.
Petersburg a few months ago, as stated in this
journal on the 26th instants. No wonder such a
public benefactor was heartily welcomed by his
compatriots at Shanghai.

THE *National Zeitung*, commenting upon the
latest phase of the Franco-Russian alliance,
writes as follows:—"Even if the rumors of M.
Fane's intention to go to the Czar's coronation
at Moscow be true, it is no proof of the existence
of a Franco-Russian alliance, such as the French
desire—an alliance, we say, for all depends on
that." It then remarks, with biting sarcasm:—"It
is an old custom for a ruler, in certain situa-
tions, to invite his most distinguished vassal to a
festival, which he takes care to make specially
brilliant. Why should not the Czar do this at
Moscow? The visit will only serve to reveal to
all the world the real relation in which France
stands to Russia, and this relation is—she is
the puppet of a Russian Russian alliance which
politicians have to take into account for the
present."

TELEGRAMS.

REUTER'S MESSAGES.

LORD SALISBURY AT THE GUILDHALL.

LONDON, November 11th.

The full text of Lord Salisbury's speech at the
Lord Mayor's Banquet shows that the Prime
Minister, in referring to the Far East, said that
Great Britain was prepared for any combination,
whether on a question of war or commerce.

The Press unanimously approves of Lord
Salisbury's speech, especially to his references to
Turkey and the wringing to the Sultan.

PARIS AND THE FINANCIAL

SITUATION.

The Bankers in Paris have held a meeting to
consider the financial situation and to take
measures to restore confidence.

(Special to *Slam Observer*)

THE STOKES OUTRAGE.

LONDON, October 30th.

Major Lathane has been recalled from the
Congo, and will be put on his trial at Brussels
for causing the execution of the British trader
Stokes.

RUSSIA AND PERSIA.

LONDON, October 30th.

A company has been formed in Russia, with
a capital of 21 million roubles, to construct a
railroad from Tiberan to the Caspian Sea, a
distance of about 150 miles. The Russian
Government guarantees a dividend of 5 per cent.
per annum.

CHINA AND GERMANY.

LONDON, October 31st.

China has at last made over to Germany the
Concession at Tientsin which has been under
negotiation for some time past.

LOCAL AND GENERAL.

H.M.S. *Porpoise* arrived here from Yokohama
this morning.

THE British despatch vessel *Alcedo* left for
Singapore to-day.

THERE are, says the *Bangkok Free Press*,
rumours that the Korat line will be stopped a
short distance above Ayutthya and from that
point will be carried on to Chienlong.

AN Emergency Convocation of Cathay Chapter,
No. 1165, will be held in Freemasons' Hall,
Zealand Street, this evening, at 8.30 for 9 o'clock
precisely. Visiting companions are cordially
invited.

THE second chess match of the season, to be
conducted under the auspices of the Hongkong
Chess Club, will be played at the Hongkong Hotel
to-morrow, commencing at 5.15 p.m. The sets will
be A. to K. versus L. to Z. It has been arranged
that the first tie of the contest for the Challenge
Cup, presented by Mr. H. E. Pollock, will be
played off to-morrow between Mr. Elsieff and
Colonel The O'Gorman.

LORD Charles Conyngham, R.B., and Mr. E.
Mackay, of Quarry Bay Sugar Works, were this
morning charged at the Magistrate's with
"unlawfully using and carrying guns for the
purpose of killing wild birds within this Colony,
without a license from the Governor, contrary
to the provisions of Ordinance 15 of 1885,
Section 3." They were fined \$1 each by the
Magistrate, though Lord Conyngham possessed
a gun-license. This matter will be dealt with
in our next issue.

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Shanghai on the 8th instant, by the native
officials, for the reception of his Excellency
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Moscow? The visit will only serve to reveal to
all the world the real relation in which France
stands to Russia, and this relation is—she is
the puppet of a Russian Russian alliance which
politicians have to take into account for the
present."

THE "BELGIC."

A visit was paid to-day by a representative
of the *Hongkong Telegraph* to the O. & O.
steamer *Belgic* as she now lies in the Commo-
dore Dock undergoing repairs after her long
detention, on Suosaki Point. Under the
guidance of Mr. H. Smith, the able Superin-
tendent of the Dock, the damage was inspected,
and the results of the visit are given herewith.

Commencing at the stern, the principal
effects are to be found on the starboard side
some forty feet from the fore-foot. Here,
extending over the width of seven plates, and
for nearly 75 feet, the plates are bent and dented
to such a manner that it is strange that the ship
ever floated. In the middle of this indentation
the bottom of the ship is bulged up quite five
feet, the plates being knocked out of shape,
and a few of the inch bolts broken off.

Two lengths of the keel plates, of two-
inch iron, are bent, and will need straighten-
ing, while between forty and fifty plates will
have to be taken out and re-shaped. It speaks
well for the material of which the bottom is
composed that, in spite of all the violence
undergone, none of the plates are, excepting the
keel only, the few bolts were broken. The
"floors" or iron beams to which the plates
were secured, were likewise all bent out of their
proper shape and will need repair, while the two-
inch stanchions which supported the "ween decks"
were bent also like wire. The junctions of the
plates were filled by Japanese divers, after
the ship was floated, with gum and chumam, so
that but little water was made on the voyage
across.

Proceeding further astern, more evidences
of the uncomfortable position in which the great
ship lay for so long are seen about two-thirds
of the way aft, on both sides. Here the plates
are dented and the bolts so damaged that four
will have to come out on the starboard side
of the keel and four or five on the port side.
The keel itself at this place is undamaged, the
appearances showing that the ship rested here on
a hard rocky bottom, and that the mischief was
done more by the rolling of the ship under the
action of the heavy seas than by bumping.

The lower portions of the ship are but little
affected here, though one or two stanchions will
need straightening.

Going next to the stern of the vessel, another
injury is found. The plates on the port side,
just forward of the propeller-frame are here
badly beaten—four or five plates having to be
taken out. The keel has been given a cant of
three or four inches to starboard, but none of the
junctions are damaged and no water is admitted,
it is thought this can remain. Very fortunately
the rock which caused the damage did not
extend far enough aft to affect the propeller-
frame or stern-post, otherwise a much greater
amount of damage would have been done, and
it would not have been so easy to bring the ship
into this harbour.

called *Feamosinos*, or judges, and very queer judgments they give occasionally. Three or four runners are also at hand, ready at a moment's notice, when a bit is made, to start off running the batman's run—no batman runs as a rule, but stands at his crease, and reserves his energies. Each runner has a white pencil wand in his hand for darning over the crease in getting home and his apparel is usually of the scantiest description. Out-fielding has its troubles, especially amongst stumpers and the holes of old *dimpled shadows of palms*, as Stevenson puts it, which sounds so pretty, theory and is so expounding in practice. However, the picture of the surroundings, it is vexatious to see every hard-hit ball disappear time after time into a bowerly wilderness of brushwood, grass, and weeds, thorns of great penetrating power, thorny mimosa and bush-lawyers or giant nettles each with a sting like a hornet's for venom, which the natives are too lazy to clear away. This troublesome undergrowth is almost an insurmountable barrier around a cricket ground. It is literally true that the bats are situated, as folk say, *between the devil and the deep sea*. The prudent European on these occasions will always let the natives hunt the ball. The old method of scoring, used to be the extremely primitive one of punching holes in the great serrated leaves of the breadfruit-tree, or by sorting files of petals into neat little boxes, which had a habit of getting mixed up time and again. Nowadays, nearly every village has its score-book, and the native school child, a spotless white drill, appears on the scene pencil and paper in hand, proud as a "Times" special reporter. The bats used by the natives are like the well-known American baseball bat in shape, but seem a little longer in the handle. They are clipped, whitened or planed down from heavy billets of wood, cut from the breadfruit tree (*Artocarpus*), and sometimes from the coconut palm (*Coccoloba*). Some of their drives are astonishing, and the dexterous way in which a native batsman will pick up a ball, drive a shooting ball, pound a leg-ball, and back-cut a good-length ball just off the balls is really a surprising feat of Saman cricket, self-taught, pure and simple, by this healthy child of Nature. They have one method peculiarly their own, of dealing with a fast full-pitch. Bending low down, the batsman hits a heavy backhanded stroke and sends the ball a smart rap behind to accelerate its pace, and sends it sailing aloft amongst the trees. A whirlwind of applause from mischievous folk around usually greets this peculiar "gallery" stroke. The natives appear to study accuracy of pitch and speed, rather than the *fin de siècle* varying medium-to-slow bowling, which would puzzle them considerably, and many a chance in the field would result from their somewhat bad strong tactics. Their fielding is always excellent, catches hit their high, but another hard, very rarely being made. Another curious feature in Saman cricket is the presence of a herald, who proclaims the name and titles (*any*) of the incoming batsman and the number of runs resulting from each stroke run out. *Umpires' decisions are given with much deliberation*. Here's the way it's done:—

"How's that?" (*Paupun*) sings out the bowler in a confident tone.

"For what reason?" (*U*) demands the Village Elder.

"Le-fore-wicket!" (*Pupunt la olo*) e.g. "blockading the fortress," says the bowler, stalling his grounds of appeal.

"Out!" (*U*) mulls it. "He is dead," replies the cornered grey-beard.

And the herald repeats in a sing-song tone.

"John, the son of his father, is dead. He hath gotten a hen's egg." (*U*) mulls it. "He is dead," replies the cornered grey-beard.

Hence are common the ducks here, and Saman are nothing if not ducks. Cricket matches between the various districts are keen rivalry and are kept up for weeks, until all the pigs and yams and nuts are pretty well cleared out. Of late years the thirty Germans have been fairly alarmed at the number of cricketing parties on tour going around the country like a swarm of locusts, devouring all they could lay hands on.

The plantations lie abandoned for weeks, the natives are behind-hand in paying taxes, and the foreign trader in general can hardly get a Saman to work on the wharf or in the store for love or money, to the huge disgust of the whole business community and to the great hindrance of trading and reaping.

The most interesting game played during late years was a home-and-home fixture between teams representing the populous districts of A'ana and the island of Manono. Eighty-a-side played—the matches occupying many days. Playing on their own ground the Manono folk lost the first match, and brought over a forfeit of 2000 fish and 200000 of yams. They won the return match on a strange wicket and the men of A'ana came over to Manono with a great fleet of canoes, carrying abundance of bread stuffs, a number of barrels of salt beef, and forty-six fat hogs of the largest size. They fasted and made merry for many days, and no stranger, however poor, was suffered to pass by hungry. Their house is the order of the day on these occasions.

Another amusing match, was between *Luf-luf* and *Pah-luf* in the Atua district. The visitors came marching in through the woods to Luf-luf in martial order, headed by a very active youth, the village "lanquid", or buffoon, playing a variety of quaint flourishes upon a bugle, and showing off all manner of funny antics to keep the men merry on their march. The great feature of the match was the accurate scoring of the *Rev. Joseph Chalk*, a native teacher, who gave certain inflections, omitting altogether a certain cheerful little phrase of other scribes,—that of counting byes (*byes*) not only as extras, but as hits into the bargain to the batsmen who had failed to crack the hen's egg!

One of the visiting team, a Tongan church-member, suggested singing hymns between each innings, but he was overruled and contented right off of order, it seems actually to have been the custom amongst the Tongan islanders to the south-west. The visitors scored an unexpected victory on the first innings, owing to the complete collapse of the last six Luf-luf batsmen. The *Pah-luf* were going strongly in their second innings, when one of the batsmen, a native, who, on being hit to square-leg for six in one over, lost his temper and buried the ball vainly at the head of the successful opponent—and hit it! The parties came to blows, and there was a great slaying and hullabaloo. Suddenly the riot ended by a combined charge of the grey-headed community, armed with sticks and the stalks of coconut branches, with which they struck at arms, heads and legs indiscriminately. Altogether it was a most exciting and laughable affair. In two minutes the combatants had dispersed, peace and harmony was restored, in a trice fresh bowls of *lava* were being brewed by the deft hands of the village maidens, to speed the parting guests on their homeward journey, and the white-haired village patriarch was bestowing his farewell benediction upon the *Pah-luf* captain, who has written this story of *Cricket as it is played in Samoa*.

T. W. CHRISTIAN.

HONGKONG INDUSTRIES.

THE EASTERN MICA WORKS.

Holding as Hongkong does such an important position amongst the ports of the world, and being, as it is, the rendezvous for such a vast amount of shipping, any new development of the facilities of the port for repairing steamers or sailing vessels are especially important. One of the largest industries arising directly out of the large number of vessels frequenting the place, the execution of repairs, amongst which repairing the boilers and machinery takes a leading place. The engines of a steamer, if of sufficient size, in most cases last, with comparatively slight repairs, the life-time of the vessel. But the boilers, subject as they are to great variations of temperature, and liable from various causes to deterioration, need the greatest attention and even under the best conditions they need frequent replacing, this being a very great addition to the cost of up-keep of a ship. In the same way, the largest item of expense in running a steamer is the coal bill, so that any means that can be found to economise or lessen this is seized upon at once by owners, as every pound of coal saved in a day means just so much profit.

To accomplish both these ends, i.e., preservation of the boiler and saving of coal, one means has long been known as of great utility. We mean covering the boiler with some non-conducting heat, thus saving the loss of force caused by radiation, while this mixture should at the same time, by keeping it from the outside of the boiler and counteracting, to a great extent, the variations of heat and cold to which its interior and exterior would otherwise be liable, serve to some extent to prevent the damage these causes would produce to the material composing the boiler. Numerous have been the mixtures devised to attain these ends, and varying has been the amount of success attained. The great desiderata looked for have been non-conducting and non-oxidisable materials which, when applied to boilers or steam-pipes, would not injure the steel and could be easily applied. Two materials have been settled upon after years of experiment as being the only practical ones for this composition. These are asbestos and mica. Both materials are unaffected by almost any degree of heat, and are non-conductors, an intense temperature scarcely being able to penetrate an inch in either material. So it comes about that the base for the useful composition is obtained in one of these two minerals.

The next point has been to combine these materials in such a manner as to preserve the steel and apply the mixture in the form of paste, as both these minerals are used in the form of powder and by themselves are impracticable. Years of study and experiment have been devoted to this end, with, until recently, but moderately successful results. But a gentleman at present settled in Hongkong, after five years' experiment and practical labour in India, during which time he expended thousands of rupees, has at last succeeded in producing a substance which realises all the required conditions. We refer to Mr. Cyril Holdsworth, who, at the Eastern Mica Works, near Shaukiwan, is turning out a mica compound which, wherever it has been applied, has given every satisfaction. A representative of the *Hongkong Telegraph* on the look-out for news, was courteously offered an opportunity of inspecting the works lately, and the results are as follow:—

While on the way to the works on board the steamer *Belita*, Mr. Holdsworth explained the outlines of the subject at length, and, further, stated that it was only in March last that he commenced operations on a working basis. He then made a small amount of his composition, which he applied to a boiler, and it gave such satisfaction that he received orders which encouraged him to go in for the industry on a working scale. To this end he leased the property in which he is now located, and since then, by persevering, he has put the building and grounds in order and steadily increased his business, until now he receives orders to execute nearly all the work in the line that has to be done at the great docks in Hongkong.

Upon reaching the factory an examination of the place was made. The lower story of the large building is devoted to manufacturing purposes, while the first floor serves as quarters and residence for the proprietor and his five European assistants. Water is laid on to the premises from two dams built by Mr. Holdsworth in the ravine at the back of his property, these supplying water to the building and Works, and a small surplus being available for the vegetable garden which occupies the grounds to the rear. In addition Mr. Holdsworth keeps a number of cows and calves, of which he has a fine lot of imported Australian stock. So far as comfort and luxury are concerned, no one in the Colony is better situated, the accommodation being that of the better class of farmers in older colonies.

But to proceed to the Works proper. Here we find many tons of finely powdered mica, in bags, just as it is imported from India. This most important part of the composition is at present imported from India as the only place practicable, but as the Indian Government, as the Siamese mines are more fully developed, it may be procured nearer home. As this powder is made from the portions of the mineral which cannot otherwise be put to use, every ton sold is a gain to the owners of the mines. The next three materials used in the composition are Chinese products, which can be procured here cheaper than elsewhere. These are powdered bluish-grey, heavy, metallic powder which can be had in almost any quantity from the interior of the country beyond Canton. Next we have mastic, which is seen in large barrels, and is a most evil-smelling substance in the form it is kept in the Works. This is the binding substance selected as best. Cow-hair, the remaining ingredient, is included for exactly the same purpose as in ordinary plaster to keep the parts together. The entire industry is at present carried on by hand at the factory, but as the amount of work increases it is proposed to introduce machinery to lessen the handling. The hair has to be beaten or teased by hand. Then certain proportions of mica powder, bluish mastic and hair are thoroughly mixed in a dry state. When this has been completed, the mass is incorporated into a thick paste by the addition of mastic and of chemical mixtures which in the result, Mr. Holdsworth's long labours, and of which he alone holds the knowledge. This composition, after being kept for a time to allow of the parts being thoroughly mixed, is ready for application to the boilers and steam-pipes which are in need of protection.

This mica composition, being self-adhesive, requires no care in its application, though it once well put in position, it requires nothing to keep it in place. The boiler being freed of rust and dirt, first a thin layer of the material is applied, the outside being roughened, and then this is allowed to dry. When dry, another coating and then another is applied in the same manner until the required thickness is obtained. The last coating, instead of being roughened on the outside as are the others, is smoothed, the result being a hard smooth surface, which under the greatest vicissitudes of temperature never cracks or peels, and which will remain in position for years. Samples of the material *in situ* were shown, in the various stages. A layer not an inch thick was seen about a large tank filled with boiling

water. The top of the tank, uncoated, could not be touched on account of the heat, while the covering of this composition felt cold to the touch. A pipe through which this boiling water was running was coated in the same way, and was not the water seen to be coming from the spout it could not be known from the feeling of the pipe that there was any heat near it. Mr. Holdsworth stated that two adjacent steam pipes in the Kowloon Docks were treated, the one with his composition and another with another well-known mixture, and the difference was very perceptible.

The advantages claimed for this mica composition are (1) that, unlike any other boiler covering, it is self-adhesive, and requires no band or binding to keep it in position—these latter add greatly to the cost of application; (2) that, as a saving of 30 per cent. in fuel required to do a given amount of work, by retaining the heat that would otherwise be lost by radiation for the purposes for which it is required, and (3) that it adds from 20 to 25 per cent. to the life of the boiler to which it is applied, by preserving the exterior from the destruction wrought by the difference in temperature between the interior and exterior, and preventing the oxidation which takes place when the boiler is subjected to contact with the air. These advantages, if they be attained, should insure a great success to this enterprising manufacturer, whose efforts to supply a long-felt want of that very important portion of our community—the ship-owners—should result in his acquiring at least a competency, while he adds one more to the unfortunately too few number of British industries which have been established in this, the most important British colony in the Orient. We wish Mr. Holdsworth every success in his efforts, and hope that, in a few years, we may be able to point to him as a sample of British "go" and "push" that deserves imitation.

BULL'S ASBESTOS.

Intent upon following up his investigations of this subject, our representative called upon Mr. W. Jackson, the manager of Bull's Asbestos Eastern Agency, Limited, for information as to the preparation sold by his firm for the same purpose. Mr. Jackson explained that his composition was composed simply of asbestos fibre and soapstone powder, the adhesive matter, and that it was applied with the addition of water. He claimed that his material was self-adhesive, and that, owing to its simple composition, could be applied again and again. He pointed out that owing to the fact of boilers having to be inspected at least once in four years, this was a most valuable property, as the covering could be stripped off, the boiler inspected and if need be repaired, and then the composition, mixed with water to the consistency of mortar, applied again, and it was thus as efficient as when first applied.

After showing our representative the various other preparations dealt in by the company, which form the principal items of the business,—valve packings, lubricants, blankets, etc.—which are worth another article, Mr. Jackson proceeded to show the practical results of his composition. The boiler and steam-pipes of the firm's launch were covered with the preparation, and though 80 pounds of steam were registered on the gauge the exterior was not heated. A portion of the steam-pipe the covering had been removed eight times, for purposes of demonstration, and replaced as good as new. A portion was removed and replaced this morning, the material suffering no damage. A trip was then made to the Kowloon Dock, where launches treated with the various materials were inspected, and a steam pipe on which Bull's Asbestos, Mr. Holdsworth's Mica, Leroy's composition and Japanese Asbestos were applied. The latter was shown. The superintendent did not express a preference in favour of either of the two former, both being about equal, while the latter he declared to be worthless. Later, at the Cosmopolitan Dock three boilers, one coated with each of the compositions under notice and one with pure mica, were examined. The opinion seemed to be that the two rival materials were about equal, the mica on the end of one boiler showing a crack in one case, while the damage done by water to the asbestos preparation was the drawback mentioned in the case of the other.

Bull's Asbestos Eastern Agency, which was started in February to deal in its well-known goods, has succeeded remarkably well, the company's preparations, including the boiler mastic, having a good command of the market, and business every day and is well known by all engineers, so that it should be well able to hold its own against all competitors.

WHAT IS ENGLAND DOING?

YOKOHAMA, November 2nd.

Of all the Great Powers there has been none during the last twenty-five years that have held so prominent a place in the pages of history in all diplomatic issues as well as the extension of territory as England, but when we look back upon the doings of the last two years, particularly since the beginning of the Japan-China war, the question naturally arises as to the growing activity, with her fleet greatly strengthened on the Pacific station. It may be looked as though she would take a most prominent position in any of the complications that might arise, but no sooner were her ships in these waters and it was known that Russia was sending her best vessels to the same point, than England weakened her fleet by ordering home several vessels of the squadron. At first this was excused by her owing to a plain understanding with Russia, and Britishers smiled at the diplomatic stroke that was supposed to protect British interests without supporting a big fleet in Asiatic waters or risking a defence of enforcing the claims that her interests seemed to demand. But subsequent events have shown that England was out-witted and that Rosebery was not equal to Russian scheming, and from that day to this has been studiously ignored in all the schemes originated by, and carried out through the Russian, French and German alliance, of which Russia seems to be the manipulator. The fact that France and Germany had united in any political movement seemed so strange that many received the impression that the lion and lamb will lie down together, a period had arrived, and there would be no war for a while. France had important connections with the East. It was known that Germany had none, except its growing commercial interests in which even France was no small competitor, so any combination of the two powers seemed strange. From this time England seemed to take a back seat, and this was particularly noticeable when the alliance was made demands upon Japan without a word being said—or at least none that the outside world heard of. The loss to China was another movement that seemed strange when manipulated by Russia without England being asked to join in, yet it was carried through successfully, and has given Russia a hold on China that is plainly shown by the proposed cessation of territory that is indicated by the removal that a special treaty by the Liaoning Peninsula and Port Arthur. This, if true, will cause England to come to the front and act, or place the writers of the day in a position to

record the fall of another Empire, for she cannot uphold the position she has held and be called about by Russia and her allies. If one can judge from the sentiments expressed in the Paris and Berlin Journals there is still no love lost between France and Germany, and as the latter power has nothing to gain we cannot imagine how it can endorse the possession of territory by Russia that it joined in forcing Japan to give up. If Salisbury does more than talking, which he is most likely to do, and Russia persists in her scheming for an open port in China, war is sure to follow, and it hardly seems possible that Germany will strengthen France's position in the East by joining forces and combining against England. If such are the prospects British diplomacy will undoubtedly secure allies that will assure success, and considering her position and strength in the East she would only require an alliance with Japan to defeat the Russian movement for the docks of England and Japan would provide the only retreat for the disabled ships needing repairs. Japan has a strong army to the field and well supplied; England has a strong army within call from India or that could be rushed across the American continent; while from the Pacific and Australia a valuable addition to her fleet could be relied on. It thus proves that alone England is in a position to make the fight with Japan and its resources she would be infallible. In our opinion if England should take a decided stand against Russian aggression, Japan is bound to join her in the movement, for the humiliation suffered by the alliance of the Three Powers will never be forgotten, nor can she permit Russia to get any such hold as a free access to Port Arthur would give her and after which, if successful, the stand she would undoubtedly take by adding Korea to her position. It thus seems to us that England must take a stand worthy of her prominence in the past, and it must be in no milk-and-water way, and if she does this in our opinion, Russia will think twice before she will act, for it would mean a big victory or a big defeat, and we doubt if she would risk the latter. If all rumours are to be relied on the immediate future gives promise of most serious times, and if it moves to be as bad as it now looks there will be in Asiatic waters the bloodiest naval battle the world has ever seen—one that may revolutionise naval architecture. We have no fear but that England will do well her part if such a battle is fought.—Box.

SWATOW NOTES.

(FROM OUR OWN CORRESPONDENT)

SWATOW, November 12th.

The *Yit* arrived here a few days since, and has evidently occupied the place of the *Cormorant*, which left here on Sunday at noon. The *Arcton* is still in port.

We are still favoured with the German band in the evening, and occasionally with a flaming display of the electric light, which affects the nerves of the barbarous Swatow Chinese like galvanic rheumatism. It is an old story now that the Chinese have offered to cede the island of *Namoa* as security for the indemnity of \$50,000; but I think this is rather too large a gift for a few Chinese houses occupied by missionaries only valued at about \$2,000. But as a punishment for outrages it is to be hoped the Germans will take it.

The "Braves" and generals of the Imperial Army have not come out of their holes here. Since the scare on here in the summer months of a Japanese attack, all the German and forts have been evacuated. At the consular office held here it was mutually decided that no resistance was to be offered, so that the enemy would not unnecessarily bombard the manufacturing. However, it is a public benefit that these creatures are not lurking on the roads in the afternoon just when the foreign residents are out for their customary perambulations, when these gentlemen are only permitted to shift their corporal encumbrance by the aid of a Malacca cane, which, though effective, is not a safe proceeding.

The weather has varied considerably the last week, being very chilly in the mornings and after sunset, but warm during the day. The wind is blowing quite strong up the river, and it is reported there is a high sea on the bar.

LEGAL INTELLIGENCE.

SUPREME COURT.

ORIGINAL JURISDICTION.

(Before Sir Richard Clarke, Chief Justice.)

November 13th.

HUNG KONG STEAMSHIP CO. v. HOPKINS.

In our last issue we stated that the evidence of Captain Warrack and of the broker through whom the agreement was made was taken. This was an error, as Captain Warrack was not called into the box until to-day, and the plaintiff's counsel stated in court that the broker declined to give evidence; and they did not propose to call him.

The case occupied the court all day, and is still proceeding.

IN ADMIRALTY.

VICTURE.

Friday, November 13th.

Li Po On v. steamer *Agamemnon*.....\$1,400.00

SUMMARY JURISDICTION.

(Before Mr. A. G. Williams, Police Judge.)

November 13th.

VICTURES.

The following cases were fixed for the respective dates:—

Thursday, 17th November.

1897—Talk On v. On Cheung.....67.60

Friday, 18th November.

1899—Sander Singh v. Ng Yek and others.....21.00

1897—Sai Kiew Chuen v. Ho Hing.....87.00

POLICE COURT.

One beggar was given a month in lieu of \$4 fine and one two weeks in place of paying \$2 for mendicancy. Six hawking were sentenced to \$100 or one week for selling within forbidden limits. \$2 fine was inflicted in four cases, for street obstruction. Four rickshaws coolies paid \$100 for obstruction. Five petty offences were punished with fines. For disorderly behaviour three men paid 10 cents each. For petty larceny one old offender received two months, and six months for stealing a gold watch and another four months. For allowing beasts to be used as sleeping places, three shopkeepers were fined \$5 each. An old offender found trying to commit larceny while under sentence of banishment, was given twelve months imprisonment. A Chinese passenger labourer was fined \$4 for starting to cross passengers.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Saghalien*) to-morrow.
Indian (*Wingrang*) to-morrow.
English (*Khadiva*) 16th inst.
Indian (*Arratoon Apeur*) 18th inst.
American (*China*) 19th inst.
German (*Prussia*) 20th inst.
Taconi (*Victoria*) 22nd inst.
Australian (*Tilman*) 22nd inst.
American (*Evandale*) 25th prox.

THE China Navigation Co.'s steamer *Tilman*, from Australia, left Port Darwin for this port yesterday, and is due here on the 22nd inst.

THE Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* has arrived at Yokohama, and will leave for this port, via the usual ports of call, on the 15th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

From Shanghai.
Fushun.....".....Shanghai.
Mascotte.....".....Swatow.
Kachidate Maru.....".....Kutchinoots.
Ingraham.....".....Cebu.
Canton.....".....Shanghai.
Machow.....".....Bangkok.
Porpoise.....".....Yokohama.

DEPARTURES.

Strathallan.....".....Canton.
Ab.....".....Hollow.
Thales.....".....Coast Ports.
Ernest Simon.....".....Europe.
Akaka.....".....Singapore.
Myra.....".....Nagasaki.
Myra.....".....Amoy.
Myra.....".....Singapore.
Myra.....".....Manila.
Myra.....".....Shanghai.
Myra.....".....Canton.
Myra.....".....Canton.
Myra.....".....Canton.
Myra.....".....Singapore.

Aggregating 11,581 tons register.

Aggregating 14,865 tons register.

The British steamship *Mascotte* left Swatow on the 12th instant, and had fresh east to east-north-east winds throughout.The Chinese steamship *Fushun* left Shanghai on the 10th instant, and had strong north-east monsoon and high following sea throughout.The Japanese steamship *Kachidate Maru* left Kutchinoots on the 8th instant, and had moderate to strong north-east monsoon with considerable sea and cloudy weather.The British steamship *Canton* left Shanghai on the 10th instant, and Swatow on the 12th, and had very strong monsoon with high following sea and clear to cloudy weather throughout.The British steamship *Paoting* left Shanghai on the 10th instant, from Shanghai to Tung-tung had light westerly winds and fine weather; thence to port had fresh northwesterly winds and fine weather throughout.

HONGKONG AND WHAMPOA DOCK RETURNS.

Helena Richter.....".....Kowloon Dock.

Lynemore....."....."....."

Kishin Maru....."....."....."

Friar....."....."....."

Takaage Maru....."....."....."

Fado....."....."....."

Kwong Hoi....."....."....."

Jacob Christensen....."....."....."

U.S.S. Detroit....."....."....."

Yiffo Maru.....".....Aberdeen....."

Rhoda....."....."....."

Martha Jahn....."....."....."

Belge.....".....Cosmopolitan....."

WHAT EMPEROR WAS THIS?

He was one of the greatest monarchs that ever ruled in Europe. He was always at war, yet—yet wait, let us take one thing at a time.

He was an enormous eater. He breakfasted at five on a fowl seethed in milk and dressed with sugar and spices. After this he went to sleep again. He dined at twelve, always partaking of twenty dishes. He supped at eight, and at the evening and again about one o'clock—the latter the most solid meal of the four. After meat he ate a great quantity of pastry and sweets, washing them down with vast draughts of beer and wine. Then he would go himself on sardine omelette, fried sausages, oil pie, pickled partridge, fat capons, &c., &c.

Finally he abdicated, did this emulous Emperor, and a friendly council of civil and military lords compelled him to do it. "It is a most treasonous execution," said the orator; "it invades the whole body from head to foot. It contracts the nerves with anguish, it freezes the marrow, it converts the fluids of the joints into chalk, and passes not until it has exhausted the body and conquered the mind by immense torture."

He was crippled in the neck, arms, knees, and hands, and covered with chronic skin eruptions, while his stomach occasioned him constant suffering. He was a wreck at an age when he should still have been active and vigorous.

This is not fiction, it is history; without a syllable of exaggeration. How many of our readers will write and tell us what man this was? A thousand, no doubt.

Alack-a-day! however. Not kings and emperors alone are thus afflicted. Great hosts of us travel the same road. We are not usually gluttons as this royal gentleman was, but people who eat sparingly often have the same malady. Commonly they inherit a tendency to it. On the level of the stomach disease the rich and the poor, the great and the small, meet together.

Speaking of an experience of her own, a woman says: "My hands became stiff and numb. There seemed to be no feeling in them. I was so crippled that I could not even turn a round of bread. A little fat was attached to my legs and feet, the weight of the latter being very tender and sore. The pain was so severe that I often sat down and cried on account of my sufferings and my helplessness. I used rubbing oils and embrocations, but got no relief. In this way I went on month after month, never expecting to be well again. I hit the first sign of illness in February, 1895. As first I had merely a bad taste in the mouth, no appetite, and was low, tired, and languid. Following this came the agonies of rheumatism, as I have said. I owe my recovery to a suggestion of my nursemaid. He advised me to try Mother Selge's Castoreo Balm, and got me a bottle from Mr. W. A. Dodwell, in North Street. After taking it for a fortnight my hands got their right feeling, and I suffered no more from rheumatism pain from indigestion and dyspepsia, which I now understand to be the cause of the rheumatism. From that time to this I have been in the best of health." (Signed) (Mrs.) Elizabeth

Ann Cook, Southwell Lane, North Street, Hongkong, Lincolnshire, February 1st, 1893.

"In the year 1870" writes another "rheumatism attacked me, one joint after another. The pains were all over me, although the worst was in one knee. For two years I suffered with it—the doctor's medicines doing no good. In 1881 I read in a little book that rheumatism was caused by indigestion and dyspepsia, and that the true cure for it was Mother Selge's Balm. This proved to be true, as after taking three bottles I knew no more of stomach disorder nor rheumatism. I have since recommended this wonderful remedy to hundreds of persons. (Signed) (Mrs.) B. Schofield, 10, West Hill, Southampton Street, Reading, October 28, 1893."

The great Emperor was driven to abdication by rheumatism and gout, caused by his ruined digestive powers. His outraged stomach filled him with poison from top to toe. Yet he never lost his appetite, which was all the worse for him. Not long afterwards he died, having asthma and gravel, with the other consequences of dyspepsia. But one needs not to be a gourmand to have dyspepsia, with its trailing troubles. Any one of fifty causes may provoke it. Watch out for the earliest symptoms and arrest them at once by using the Balm. It stops the mischief at the spot where it begins, and then purifies the blood. By the aid of common sense and Mother Selge the Emperor might have stayed on his throne, might he not?

Yes, but unlikely she wasn't born in time to help him.—[Add.]

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [430]

PEARL HOTEL.

OPEN ALL THE YEAR-ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 750 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES.

(FROM 1ST NOVEMBER TO 31ST MARCH).

One person, per day.....\$3 to 3.50
One person, per week.....20.00
One person, per month.....50.00
Married couple (occupying one room) per day.....5.00
Married couple (occupying one room) per month.....110.00
Married couple (occupying two rooms) per month.....120.00 to 130.00
Extra Bed Room, per month.....20.00
Extra Bed Room, per day.....1.50
For further particulars apply to THE MANAGER, New Victoria Hotel, Hongkong, 10th October, 1895. [117]

THOMAS' GRILL ROOMS.

No. 8, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS.

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS AND SUPPERS

to Parties when ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS, Hongkong, 30th April, 1895. [58]

FUJIYA HOTEL, MIYAN

Intimations.

Share List will close at Noon on the Fifteenth day of November, 1895.

SHANGHAI, 21st October, 1895.
THE SOY CHEE COTTON SPINNING COMPANY, LIMITED.

To be registered under the provisions of the German Law relating to Companies, the liability of members to be limited to the amount of their Shares.

CAPITAL 1,000,000 TAELS.

Divided into 2,000 Shares of Tls 500 each, (with power to increase the Capital.) 1,400 Shares have been applied for and will be allotted, and the remaining 600 Shares are now offered for subscription.

TERMS:

50 Taels to be paid on application.
150 Taels " " 1st March, 1896.
100 Taels " " 1st June, 1896.
100 Taels " " 31st August, 1896.

Provisional Directors:

Mr. PH. ARNHOLD (Messrs. ARNHOLD, KARBBERG & Co.)
Mr. G. GALLIES (Messrs. S. C. FARNHAM & Co., Limited.)
Mr. A. WASSERFALL (Messrs. SIMMONS & Co.)

Mr. WOO SAW CHIN 吳少卿

Mr. SUN CHUNG YING 孫仲英

General Managers:

Messrs. ARNHOLD, KARBBERG & Co.
BANKERS:
HONGKONG AND SHANGHAI BANKING CORPORATION.

Legal Advisors:

Messrs. JOHNSON, STOKES & MASTER.

THIS COMPANY will carry on the business of COTTON SPINNING in all its branches: weaving will also be carried on if the Directors consider it desirable. It is proposed to establish a Mill in Shanghai of not less than 40,000 Spindles. The Mill will be built in the neighbourhood of the Yangtsze River, a suitable site having been already secured at a moderate price. The buildings and mill will be on the most approved designs and will be provided with the most modern machinery and appliances suitable to the climate and Chinese mill hands. The management and the direction will be in the hands of the General Managers subject to the supervision of a Board of Directors. It is expected that within twelve months the mill will be completed and in full working order. Further information with regard to the estimated cost of working, profits, etc., can be obtained at the Office of the General Managers. Applications for Shares should be made on the accompanying form and forwarded to the HONGKONG AND SHANGHAI BANKING CORPORATION together with the amount payable on application. If the number of Shares applied for by any applicant be not allotted the surplus of the amount paid on deposit will be appropriated towards the sum due from such applicant on allotment. If no allotment is made the Deposit will be returned in full. Prospectuses and forms for application for Shares can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, or at any of their branches in China or at the Office of Messrs. ARNHOLD, KARBBERG & Co. or at any of their branches. [1485]

Relieves the scaling pain at once and cures all discharges from the genital-urinary organs in either sex in 48 HOURS.

SANTAL MIDY is a specific for Gonorrhoea, Cystitis, and all other diseases of the urinary tract. It is a powerful antiseptic and disinfectant, and causes no inconvenience.

Each tiny Capsule bears the name **SANTAL MIDY** and the name of the manufacturer, 8, RUE VIVIER, PARIS.

Easily Taken Up.

Cod Liver Oil as it appears in Scott's Emulsion is easily taken up by the system. In no other form can so much fat-food be assimilated without injury to the organs of digestion.

Scott's Emulsion of Cod Liver Oil with Hypophosphites has come to be an article of every day use, a prompt and infallible cure for Colds, Coughs, Throat troubles, and a positive builder of flesh.

Sole Agents for Hongkong and the Empire of China:—WATKINS & CO., Hongkong; Hongkong 27th March, 1896.

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER Always on Hand.
L. WALLORY.
Hongkong, 14th June, 1895.

Intimations.

CONFISERIE FRANCAISE.
(FRENCH CONFECTIONERY.)

SUITABLE FOR COMPLIMENTARY
CHRISTMAS, NEW YEAR, BIRTHDAY
AND
WEDDING PRESENTS.

"Reviving Sweets repair the Mind's Decay."—POPE.

Large and Varied Assortment of
FANCY BOXES filled with BONBONS, CHOCOLATE, DRAGEES, &c.
OF EVERY SIZE AND SHAPE.

WATKINS & CO.,

APOTHECARIES' HALL, 64, Queen's Road Central.

MR. CHADWICK KEW.

(LATE OF POATE & NOBLE.)

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. Teeth filled permanently, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [754]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much sickness on board ship. We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W.W."

J. W. KEW & Co.,
STEAM WATER-BOT CO.,
18, PRINCE CENTRAL.

Hongkong, 7th October 1895. [759]

LEVY HERMANOS.

AND AT
SHANGHAI, MANILA, HIOLO AND PARIS.

JEWELLERY, DIAMONDS, WATCH,
CHRONOMETER & CLOCKMAKERS,
Also
GENERAL IMPORT & EXPORT.

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.

No. 43, Queen's Road Central. [759]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches,
awarded the highest Prize at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.

No. 8, Queen's Road Central. [758]

BOUQUET ANONYME

FORGES, FONDERIES ET
LAMINOIRS DU MARAIS.

MONTIGNY SUR SAMBRE (BELGIUM.)
L. LEBRUN, ESQ., Managing Director.

First Quality Iron. Merchant and
Forgers. Corner, TRADE
3-1/2-2 Irons. Bells for Mines, MARAIS
Iron for Rivets and Cables. and for all kinds
of Constructions.

APPLY TO
JOHN D. HUTCHISON, Esq., Hongkong,
Agents for M. OPPENHEIMER & Co. Paris.

Shipping.

STEAMERS.

FOR CHEFOO AND TIENTSIN.

THE Steamship

"CHINGPING,"

Captain Blake, will be despatched for the above
Ports on SATURDAY, the 16th instant, at 2 P.M.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 12th November, 1895. [1564]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain M. H. F. Jackson, will be despatched as above
on THURSDAY, the 15th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th November, 1895. [1548]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
Ports, and taking through Cargo to
ADELPHI, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the above
Ports on SATURDAY, the 23rd instant, at
Daylight.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.

A Seward and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, 12th November, 1895. [1564]

FOR NEW YORK AND NEW ORLEANS
VIA SUEZ CANAL.

THE Steamship

"TEVIOTDALE,"

Captain Gordon, is despatched for the above
Ports, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, 12th November, 1895. [1564]

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Ollent, will be despatched for the
above Ports TO-MORROW, the 14th instant,
at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON, SONS & Co.,
Agents.

Hongkong, 8th November, 1895. [1544]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the
above Ports TO-MORROW, the 14th instant,
at 5 P.M.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 11th November, 1895. [1550]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN, HANKOW
and Ports on the YANGTZE.)

THE Company's Steamship

"AGAMEMNON,"

Captain Steves, will be despatched as above
TO-MORROW, the 14th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th November, 1895. [1555]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Davis, will be despatched for the above
Ports on FRIDAY, the 15th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 12th November, 1895. [1553]

"STRATH" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"STRATHLYON,"

Captain Phillips, will be despatched for the above
Ports on FRIDAY, the 15th November, at
Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 31st October, 1895. [1406]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MACDUFF,"

Captain Thomson, will be despatched as above
on or about FRIDAY, the 15th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th November, 1895. [1540]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGLYLE,"

Captain McGillivray, will be despatched as above
on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 11th November, 1895. [1557]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(To follow the Steamship "Strathclyde" and
"Glenkiln.")

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above
Ports on or about TUESDAY, the 12th December.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 12th November, 1895. [1553]

SAILING VESSELS.

FOR NEW YORK.

THE 3 1/2 A.T. American Ship

"SAINT JAMES,"

Clifford, Master, will load here for the above
Ports, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 20th September, 1895. [1521]

FOR NEW YORK.

THE 100 A.T. British 4-masted Bark

"MATTERHORN,"

John Williams, Master, is now loading here for
the above Ports, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBBERG & Co.,
Agents.

Hongkong, 20th October, 1895. [149]

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**



1895. 1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.WEDNESDAY, 27th November.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.WEDNESDAY, 27th December.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 28th January.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney, Australia,
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months,
£100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition)
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pettit's Street.

Hongkong, 30th October, 1895. [15]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Nov., at Noon.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th Nov., at Noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th Dec., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 16th November, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan.

All PASSENGER PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent,
Hongkong, 6th November 1895. [15]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JAYES FLUID